

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

BP-63PCT

Applicant(s) : Martin Fink
Serial No. : NOT YET KNOWN (PCT/AT01/00070)
Int. Filed : March 14, 2001
For : CONTROL OF THE MOVEMENT OF A SLIDING OR SWINGING AND SLIDING DOOR IN ITS END CLOSING AREA

Assistant Commissioner for Patents
Washington, D.C. 20231

PRELIMINARY AMENDMENT

S I R:

In advance of the first office action, please amend the claims as follows:

IN THE CLAIMS

Replace current claims 1 - 7 by the enclosed amended claims 1 - 7. A marked-up version of amended claims 1 - 7 is also enclosed.

REMARKS

Claims 1 - 7 are in the application.

As a result of the foregoing amendment, the claims have been amended to remove improper multiple dependencies.

Any additional fees or charges required at this time in connection with the application may be charged to our Patent and Trademark Office Deposit Account No. 11-1835.

Respectfully submitted,

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November 15, 2001

FK:ml

ENCLS:

**Amended Claims,
Marked-Up Version.**

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I hereby certify that this correspondence is being deposited with the United States Postal Service Express mail under 37 CFR 1.10 on the date indicated above and is addressed to the Commissioner of Patents and Trademarks, Washington, DC 20231.

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CLEAN VERSION OF AMENDED CLAIMS

1. Control of the movement of a sliding or swinging and sliding door (1) in the end closing area(x) of the door leaf (2), wherein by means of a free wheel (8) or the like the movement of the door leaf (2) in the closing direction is possible always, but the movement in the opening direction is possible only when a brake, coupling (9) or other fixation for the part of the free wheel remote from the door leaf is lifted, and wherein a device for determining the door position is present, wherein possibly present conventional measures as safety devices against pinching in the predetermined end closing area(x) are deactivated; that, as long as the door leaf (2) is within the end closing area(x), the current supply of the door drive (5) and thus the closing force (F) acting on the door leaf (2) is reduced to a lower value (FS); and that the brake, coupling (9) or the like, which acts onto the part of the free wheel (8), remote from the door leaf, is lifted.
2. Control according to claim 1, wherein the brake, coupling (9) or the like engages when a predetermined time interval has elapsed.
3. Control according to claim 1, wherein the brake, coupling (9) or the like engages when the train has reached a predetermined speed.

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4. Control according to claim 1, wherein the brake, coupling (9) or the like is effected upon leaving of the station by a signal transponder located on the station platform.
 5. Control according to claim 1, wherein the end closing area(x) is approximately 150 mm.
 6. Control according to claim 1, wherein the closing force (FS) on the door leaf (2) in the end closing area(x) is 50 N to 150 N, preferably approximately 75 N.
 7. Control according to claim 1, wherein the end closing area(x) is approximately 150 mm.

MARKED-UP VERSION OF AMENDED CLAIMS

1. Control of the movement of a sliding or swinging and sliding door (1) in the end closing area(X) of the door leaf (2), wherein by means of a free wheel (8) or the like the movement of the door leaf (2) in the closing direction is possible always, but the movement in the opening direction is possible only when a brake, coupling (9) or other fixation for the part of the free wheel remote from the door leaf is lifted, and wherein a device for determining the door position is present, [characterized in that] wherein possibly present conventional measures as safety devices against pinching in the predetermined end closing area(x) are deactivated; that, as long as the door leaf (2) is within the end closing area(x), the current supply of the door drive (5) and thus the closing force (F) acting on the door leaf (2) is reduced to a lower value (FS); and that the brake, coupling (9) or the like, which acts onto the part of the free wheel (8), remote from the door leaf, is lifted.
2. Control according to claim 1, [characterized in that] wherein the brake, coupling (9) or the like engages when a predetermined time interval has elapsed.
3. Control according to claim 1, [characterized in that] wherein the brake, coupling (9) or the like engages when the train has reached a predetermined speed.

4. Control according to claim 1, [characterized in that] wherein the brake, coupling (9) or the like is effected upon leaving of the station by a signal transponder located on the station platform.
5. Control according to [one of the preceding claims, characterized in that] claim 1, wherein the end closing area(x) is approximately 150 mm.
6. Control according to [one of the preceding claims, characterized in that] claim 1, wherein the closing force (FS) on the door leaf (2) in the end closing area(x) is 50 N to 150 N, preferably approximately 75 N.
7. Control according to [one of the preceding claims, characterized in that] claim 1, wherein the end closing area(x) is approximately 150 mm.